

Items of Interest for Those Who Follow the Motor Trail

With Local Auto Dealers

Double Stearns Order.
Following on the heels of an initial purchase of six five-ton Stearns trucks, the Atlantic Refining Company, of Philadelphia, has just placed another order with the Stearns people for five more vehicles of the same type.

Enormous tanks have been placed on these trucks, each tank having a capacity of five tons of oil. These vehicles are making daily trips between the various refineries of the Atlantic Refining Company, in Philadelphia, and judging by the success with which they are meeting, the oil industry all over the country is figuring on the elimination of the horse-drawn vehicle.

200,000 Fords.
To sell its output of 200,000 cars this year, the Ford Motor Company, through its dealers and branch houses, must sell a car every forty-five seconds during the entire year.

This, however, is not the difficult task it might be. Although the company has built and sold in date as many cars as it did all last year, it has far from filled the orders that have piled in upon it from all parts of the civilized world.

If the output took a year to be sold, then the average would be a car every forty-five seconds during the entire twelve months. But that isn't the way with Ford Motor Company outputs. Last year the order books closed in June, this year they closed in July, and indications this year point to the order books closing even before the time they did the past two years.

Right now the company is some forty thousand orders behind its production, this, remember, with 75,000 cars already built and sold. It will appear from this that to date Fords have been selling a great deal more rapidly than ever before.

A good idea of the tremendous volume of Ford sales is instanced by those in California, during the month of January. In the first twenty days of that month, 443 Model Ts were registered in that State. That was an average of twenty-two cars sold each day with nine thrown in for extra measure. Sales in other States and foreign countries are in keeping with those of California. And from now on they will grow much faster until the entire output is exhausted, which will, in all probability, be within the next few months.

Dodge's Enemy in Motor.
Reported surrounded in some canyon in Coahuila, by Federal troops and about to be annihilated or given the customary obituary notice that corresponds South of the Rio Grande, Governor V. Carranza, of Coahuila, has become known to Mexicans from Saltillo to Cuernavaca as the most marvelous will-o'-the-wisp revolutionist since the days when rurales were necessary as bodyguards for any person of distinguished name who essayed making a journey outside the District Federal.

Carranza, in some mysterious manner, managed to be all over Coahuila in two days. Huerta was nonplussed—the Federal authorities in Mexico City, often annoyed by the cutting of wire and rail communications between the capital and Coahuila battlegrounds

deserting the black and red," says P. R. Janney, general manager of the R-C-H Corporation. "We will continue the red and let it be still distinctive of the R-C-H. Our experiences of the past year have borne out statements that the red is one of the most serviceable body colors that could be obtained. The new dark green was decided upon because of the same virtue."

"We recently put the matter of the change of standard colors up to each one of our branch managers, and many of our largest dealers. Each one gave his approval to the plan of two standard optional finishes, but they were all also of the opinion that the red had a wonderful influence in advertising the R-C-H during its first year, rendering possible the establishment of a sales record for the automobile industry."

Spring's Car Problem.
With the coming of the days when the motor-lover gets really busy—the spring days when the call of the open country and the free highway is most insistent—arises the annual question of the automobile enthusiast: "Open or closed body for mine?"

When motor-cars were luxuries of the wealthy the question was easily answered. The closed car for the city and for winter use; an open body for touring and for summer—that's the obvious solution. But since motor-cars have become everyman's means of recreation and the family's health agency, the open or closed car problem is a puzzling and even serious one for good many people.

The result is undoubtedly going to be a development and more general use of "two-purpose" cars—such cars are now represented in their most highly perfected form by the convertible phaeton, brought out by the Stevens-Duryea people last year. The builders have found this to be a type of body of increasing popularity; and their original design was so carefully worked out that they are continuing it, practically without change.

"For automobilists whose use of cars for fashionable social purposes, or for bad weather town-riding, is not constant enough to keep the limousine profitably busy, the convertible meets every need," said J. H. Simms, of the Eastern Motor Sales Corporation, the Stevens-Duryea representative here, talking with a reporter yesterday.

"The attractiveness of the convertible when used as a touring car—especially in the spring days with their uncertain weather—is the greater for the ease with which the car can be changed from open to closed, or back again, out on the road, and with only a few minutes work. It is so skillfully built, that when it is open it does not look different from any other touring car, whether the top is up or down—except that all the time the convertible has a peculiarly trim and compact appearance."

It is predicted that the opening of the spring motoring season this year will show a fast increasing number of convertibles. The type of car is not yet very well known, but owners' reports indicate that it has made good wherever it has been used. This season's Stevens-Duryea phaeton is on the C-Six chassis, and has the general C-Six design which has attracted so much attention at this year's shows as the standard for fine motor-cars of the future.

Unique Moving Feat.
Moving season is here. Vans and drays are doing big business, likewise automobiles.

News has reached the Regal factory,

in Detroit, of a unique moving feat recently performed by two young men and a roadster at Kingston, New York. Without the assistance of other means of transportation, these men and their car moved the entire household effects of a New York family six miles across country.

An ingenious framework had been constructed to fit over the body of the car. Securely attached to the seat was a platform, which extended across the rear of the body. Trunks, mattresses, bedsteads and other pieces of furniture were piled around the seat on this frame. Some were tied to the running boards and fenders. The space over the hood formed a carrying space for carpets, curtains and odds and ends of bric-a-brac.

Altogether, the several loads which this car carried were neither light nor small. Each trip was made in good time, and carried, in addition to the extra load, the two young men. Each load was so arranged that the driver could sit at the wheel when everything was piled on the frame, and, according to the statements of the two young men, not an accident marred this spring moving. The driver went so far as to say that he could recommend a family automobile for moving household goods.

Victory for Motor Truck.
"The complete victory of the motor truck over the horse has attracted so much interest that attention has been diverted from the fact that the motor truck is accomplishing duty that heretofore has been the province, not of the horse, but of the railroads," says President George A. Kissell, of the Kissell Car.

"A great deal of interurban traffic is now handled by motor trucks, that a year or so ago was the work of steam and trolley lines. This business is bound to increase by leaps and bounds, for its economies are enormous. Take two cities, say fifteen to twenty-five miles apart, shipping by rail from one to the other, meant the handling three times of the goods, namely, by truck to the freight station in the initial city, then by train and third by truck again. Motor trucks running between points so situated, take on their load at the shipper's platform and deliver directly at the door of the customers, in the other town. Not only is the method a remarkable saving of actual time of transit, but is decidedly less expensive."

"Lines of this nature are rapidly multiplying. Particularly successful interurban motor companies are operated between Rochester and Brockport, Newburgh and Cornwall, Port Chester and White Plains, in New York State; Providence, R. I., and North Attleboro, Mass.; Chicago and Highland Park, Ill.; St. Paul and Minneapolis, Minn., and many other points. Those named use Kissell Car trucks, and have found them perfectly adapted to the work."

"And it is not alone in professional haulage that this use of motor trucks is in evidence. Several manufacturing corporations and firms have adopted it to serve patrons in near-by towns, that formerly depended on the railroads. They are finding out that the motor truck fills the place of the horse to about the same extent as the typewriter replaced the long hand writing in business correspondence."

"Roads That Go Somewhere."
"Roads that go somewhere" is an expression which is being heard incessantly in connection with the country-wide attention to the improvement of the highways. Judge J. M. Lowe,

president of the National Old Trails Ocean-to-Ocean Road, tersely summed up the matter in these words: "The road extending across a township of course has value; it has increased value when it goes across a county; it has considerably increased value when it extends across a State; but it is of infinitely more value when it extends from State to State, across the Continent."

The advocates of this particular road across the country, which would fit into a system of national highways, such as is contended for by the A. A. National Good Roads Board, believe in a comprehensive plan, even though, according to Judge Lowe, they are striving that their interstate avenue of communication ought to be the first one built.

"We don't stand for our road to the exclusion of any other road," states Judge Lowe, "and I want to say further that if there is any other line of road which ought to receive consideration first, which ought to be built first, and which has greater claims than our road, as historic as it is, we are ready to get behind that road and stand for it just as strongly as we are ready to stand for the National Old Trails Road. If I had my way about it, I would build a great national system of roads leading from our national capital to the capital of every State in the Union, and would stand behind that proposition until it went out through the country as the system we are in favor of. Some say that that would bankrupt the government. Have you ever stopped to think what it would cost? Probably 15,000 miles of road would build a trunk line through every capital of every State of the Union. Put it at the highest possible figure, to build the best road that modern engineering has devised, making the average about \$12,000 per mile. The western half of these roads will cost a whole lot less than the eastern half. Eighteen thousand miles multiplied by \$12,000 makes what? \$216,000,000. We have spent millions of dollars upon the improvement of rivers and harbors, and millions of dollars on the improvement of the Panama Canal. If doesn't take a lifetime to accomplish a thing nowadays. Within five years this whole country ought to be gridironed with national roads. After carrying out our plan of these national highways, let the States and counties build and maintain their roads connecting with the national system; and then we will have roads that are worth while and there will be no conflict of authority anywhere."

"Now let us get together. And, after all, this is an education to receive, self as well—when I traveled over that old road from ocean to ocean, as I have done, it gradually dawned upon me that the people in Ohio, Pennsylvania, West Virginia, and Maryland, and all the other States, were the same people that I had always known and associated with, that they were not different from the people of Kentucky, where I was born and raised, nor different from the people of my adopted State, Missouri; that they were the same people, the same nationality, with the same environment, the same aspirations, the same hopes and the same God."

It is interesting to note in various parts of the country the gradual improving methods in many of the States in regard to road improvement. Arkansas has just voted to establish a State highway department, while in Kansas has done the same. In addition to have made to be used in laying, surveying and starting the construction of a system of State highways. Provisional legislation is pending in Maine, Pennsylvania, Missouri and several other States.

CHARLESTON MEET COMES TO CLOSE
Not Financial Success—Only Small Crowd Witnesses Final Day's Racing Card.
[Special to The Times-Dispatch.]
Charleston, S. C., March 29.—With a small crowd in attendance and an uninteresting card, the winter meeting held at Palmetto Park came to a close. The meeting was not a financial success.

Single, at 6 to 1, and Monocacy, at 3 to 1, were the only outsiders to win. Lochiel, the best sprinter in the stable of Guy Bedwell, added another victory to his long string by beating White Wool and Paton in the third race. Lochiel and White Wool were almost equal favorites in the betting. Colonel Cook, another consistent winner during the winter, beat Towton Field and Cherryola in the last race of the day.

Results:
First race—three-year-olds and up, selling, five and a half furlongs—Golden Egg, 97; Montour, 2 to 1, won; Rubia Granda, 105; Stair, 2 to 5, second; Winifred D., 103; Toplin, out, third. Time, 1:30 4-5. Garden of Roses and Jim Rey also ran.
Second race—two-year-olds, three and a half furlongs—Single, 105; Pickett, 5 to 1, won; Harwood, 118; J. Hanover, 10, second; Wooden Shoes, 107; Mondon, 2 to 5, third. Time, 1:12 2-5. Easter Star, Miss Waters, Miss Charcoal, Parcel Post and Ada also ran.
Third race—handicap, three-year-olds and up, mile and a sixteenth—Lochiel, 114 (Wilson) (1 to 2), won; White Wool, 107 (Goose) (even), second; Paton, 104 (J. Hanover) (out), third. Time, 1:17 4-5. Armor Leamner also ran.
Fourth race—the Palmetto derby of \$3,000, three-year-olds; mile and quarter—Monocacy, 118 (Mondon) (5 to 1), won; Early Light, 114 (Wilson) (2 to 5), second; Tale Carrier, 111 (Clements) (3 to 1), third. Time, 2:11. Baragus, Chilton King, Honpeck also ran.
Fifth race—three-year-olds, selling; six furlongs—Kelly, 103 (Wolfe) (4 to 2), won; Jaquelin, 103 (Deronde) (4 to 1), second; Fairy Godmother, 101 (Minton) (4 to 5), third. Time, 1:15 1-5. Syonset, Snowflake, Cuttle B. Kinmundy, Willis also ran.
Sixth race—three-year-olds and up, selling; mile and sixteenth—Col. Cook, 109 (Mondon) (even), won; Towton Field, 113 (Wilson) (7 to 5), second; Cherryola, 109 (Koerner) (out), third. Time, 1:13 1-5. Idlewells, Nimbus also ran.

Crafts Wins Game.
In a practice game yesterday afternoon between the Craft Piano Company's team, known as "Crafts," and Simon Sytle, the former won by a score of 7 to 3. The teams are members of the new Commercial League, Phillips, who twirled for Crafts, was in midseason form.

Gossip of the Links



BY WALTER BECKETT.

It begins to look as if international golf will hold the center of the stage, not only throughout September, but early in October as well. The latest phase of the situation is presented in the report that two British women will be at Wilmington to take part in the national competition in the persons of Miss Gladys Ravenscroft and Miss Cecil Leitch.

Miss Ravenscroft is the present woman champion of Great Britain, and defeated Miss Leitch by three up and two down in the semi-final round of the championship at Turnberry last year. If these two famous women go to play in America, and twice the winner here, is among the starters, five born women will have about all the game coming to them.

Frederick H. Thomas, secretary of the Metropolitan Golf Association, announced that for four more tournaments the week after the Garden City meeting the Oakland Golf Club will break into the competitive game, the time being set for May 15, 16 and 17.

A golfer who had a new caddy soon cut a piece of turf. "Take care of those divots, boy," the player remarked, as he went on his way. At the end of the round the boy dumped them out on the locker house porch. He picked them up and carried them to the house in his caddy bag.

It is understood on good authority that George S. Souter, a professional, will not visit America this year. He gave as his reason that the decision of Vardon and Letley to play in the United States open championship has increased the demand for his services at home.

Campi Gets Decision.
Los Angeles, March 29.—Eddie Campi, of San Francisco, was given the decision over Frankie Burns, of Jersey City, at the end of their two-day and bantamweight boxing contest at Vernon today. Campi outpointed Burns throughout the fight.

Harvard Beats Cornell.
Ithaca, N. Y., March 29.—Harvard defeated Cornell 4 to 0 in the association football intercollegiate game here today.

TARS ARE ALMOST WINNERS OF GAME

Wilting Defense in Ninth Gives Nationals' Second Team Chance to Nose Out.

[Special to The Times-Dispatch.]

Norfolk, Va., March 29.—Having held the second team of the Washington American League Club at bay for eight innings, the Tars entered the final session with a one-run lead and high hopes of a victory for the opening game. Then there occurred a loud and costly—for the Mary Janes—explosion that made the preceding one in the eighth sound like a bursting of a paper bag. When the dust had cleared from the eyes of the chafed spectators, "Germany" Schafer and his plucky band of youngsters were resting atop a 4 to 3 score and victory.

When Washington came to bat at the opening of the ninth, Schafer informed the thousand or more spectators that there would be an exciting finish. During the afternoon the bleachers had enjoyed themselves to the limit over the funny antics of the comedians. They had gotten all the best of the one-sided kidding match for the visitors had been unable to break through the local defense. Schafer's men backed the vaudeville act and came through with a two-run rally and first tied the game, and then won, not so much by their efforts as through a gap in the Norfolk defense.

Washington outhit the locals nine safeties to five, the Tars finding the sou'wester slants a fine booby trap. The last four innings practically unfruitful. While Norfolk lost the game, it served to introduce to the fans several players who pleased the crowd immensely yesterday afternoon. But for that gap in the defense in the ninth, Norfolk would have won easily. The locals outplayed the visitors, making only two errors to the four charged against the Washingtonians. The two miscues in the Tars' column were made by Sammy W. Wood, the local shortstop, who was responsible for the splitting leg of the Norfolk beans. Score:

Washington.	AB.	R.	H.	O.	A.	E.
Schafer, 1b.....	5	0	1	0	1	0
Coudell, 1f.....	5	1	1	0	1	0
Calvo, rf.....	4	0	1	0	0	0
Allen, cf.....	4	0	2	0	0	0
Geddon, 2b.....	4	0	0	1	2	0
Williams, 3b.....	4	0	1	1	2	0
Morley, ss.....	3	1	1	2	0	0
Munch, c.....	2	1	0	0	0	0
Barton, p.....	2	0	1	0	0	1
Boehling, p.....	2	0	1	0	0	1
Totals.....	35	4	9	27	9	4

Norfolk.	AB.	R.	H.	O.	A.	E.
Keller, 1f.....	3	0	0	2	0	0
Tracy, 1b.....	4	0	0	12	1	0
Schirmer, 2b.....	4	1	1	0	2	0
Vogel, 2b.....	3	0	0	2	0	0
Milan, cf.....	4	1	1	3	0	0
Wysock, 3b.....	1	0	1	1	2	0
Powell, c.....	2	1	1	6	1	0
Kelly, c.....	2	0	0	3	0	0
Shenn, p.....	1	0	0	0	0	0
Seitz, p.....	1	0	1	0	1	0
Campbell, p.....	2	0	0	1	0	0
Totals.....	34	3	5	37	12	3

Score by innings: Washington.....0 1 0 0 0 0 1 2-4
Norfolk.....0 0 0 0 2 1 0 1-7

Summary: Sacrifice fly—Munch. Three-base hit—Williams. Two-base hit—Allen. Number of innings pitched—by Barton, 5; by Boehling, 4; by Schirmer, 3; by Seitz, 3; by Campbell, 2. Hits—off Barton, 3; off Boehling, 2; off Shenn, 5; off Seitz, 1; off Campbell, 3. At bats—Against Barton, 18; against Boehling, 15; against Shenn, 12; against Seitz, 10; against Campbell, 14. Struck out—by Barton, 2 (Vogel and Keller); off Seitz, 1 (Munch). Hit by pitched ball—Munch. Time of game—1:50. Umpire—Norem.

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